

NOVEMBER 2002

Stockton AASF Newsletter

Commander's Corner
LTC During, Ext. 65311

COMMANDER'S CORNER

I want to take this opportunity to thank each of you for your contributions to our success during this year's ARMS visit. Overall we did very well and it was due to your efforts so thanks very much. We are reviewing all the comments and will see what we need to do to improve our overall performance.

The 49ers football team has asked us to do a four ship flyby for their last home game of the season, Sunday 15 December. We will need eight pilots and eight crewmembers and a couple of ground folks, so if you are interested in going give Operations a call. If more than the required number ask to go, we will select the crews so not everyone who signed up may go. I will require a training period on the 14th so we get this thing wired so plan on a two-day event.

Benefits of participation: Free tickets for you and one guest to the game. Flyby would be at the end of the National Anthem then aircraft land at Moffett and crews are bussed up to the game to meet up with your guest. I would expect that the crews would miss most or all of the first quarter but all in all, I think it would be a great thing. So far I have not heard if the mission is a GO but if you are interested give us a call.

LTC During

Operation Officers
MAJ Jones, Ext. 65329

The Aviation Resource Management Survey (ARMS) went well. I would like to thank everybody for their preparation – it paid off. Especially, the Operations Team for their hard work. Thank you.

Now our challenge is to take these results and improve our programs. This is where I need your help. Specifically, the ARMS finding that there are disproportional number of extensions and waivers for the Aircrew Training Program (ATP).

You have a three-month APART period to complete your requirements. They are your requirements, and your responsibility.

Flight Instructor
CW3 McElligott, Ext. 65317
CW3 Metcalf, Ext. 65328

CH-47 SFTS Dates and Schedule (CW2 McElligott, Ext 5317 or patrick.mcelligott@ca.ngb.army.mil)

The following dates are available at the Fort Lewis Flight Simulator for CH-47D All assigned aviators must attend the SFTS and fly a minimum of 6 hours per ATP training year. It is desirable to perform this duty during the 90 days preceding the last day of your birth month so you may prepare for your APART evaluations. Additionally, please coordinate with your unit SP or operations officer during drills to ensure that each one of the available dates are filled with at least two names so we send complete crews and maximize the expenditure of money for the rental car that is authorized for local transportation when you are attending SFTS training. *You may credit up to 12 hours each Semi-Annual Period for your ATP minimums*





CH-47SFTS (parenthesis indicates no one signed up yet)

11- 13 December Kliemann Hollins	23 – 25 April () ()
17-19 December Craig Ahrens, Metcalf	30 Apr – 2 May () ()
13 – 15 January (2003) McCabe, Brandon ()	14 – 16 May () ()
22 – 24 January () ()	10 – 12 June () ()
10- 12 February () ()	24 – 26 June () ()
5 – 7 March () ()	14 – 16 July () ()
26-28 March Hartman Liddle	10 – 12 Sep () ()





Safety Officer
CW3 Finch, Ext. 65315

Here are a few safety tips to make your Holidays (Thanksgiving and Christmas) safer.









Why is Holiday safety important?

-  *Decorations are not used and checked for damage/wear and tear on a regular basis*
-  *More visitors in the home, especially children and the elderly.*
-  *Child proof your home if small children are expected.*
-  *Schedules are more hectic and most people are preoccupied with family events. Take time for safety!*







The following are a few things you should look for to make your home safer.

-  *Check condition of electrical outlets and safety caps.*
-  *Do not piggy back extension cords.*
-  *Do not put electric lights on the metal Christmas tree!*
-  *Check condition of all electrical cords.*

Here are a few things you should look for in the kitchen.

-  *Thaw meat properly. Thaw in the refrigerator not on the counter.*
-  *Don't keep pots and pans on the stove when you are finished with them.*
-  *Keep handles pointed in (so they aren't bumped by someone walking by or grabbed by curious children.)*
-  *Be careful when storing and handling glassware and flatware.*
-  *Be careful of using dishwashers if the dishes are not compatible with dishwashers. Hand wash all dishes not compatible with dishwashers.*
-  *Children love to help in the kitchen, but They should always be supervised.*
-  *You should limit the number of people, especially the number of children, and the number of tasks.*
-  *The tasks should be assigned according to age and motor skills.*

Here are a few things to look for in your dinning room.

-  *Are the flower arrangements toxic?*
-  *Candles are a fire hazard within reach of children.*
-  *The crystal and China (chipped/cracked?)*
-  *Sharp knives accessible to children*
-  *The hot food on the table*
-  *and The passing of plates*

ALSE

SFC Ramos, Ext. 65323

We are required by AR 607-1 to provide the Aviators Black Nameplate at no expense to the individual. So if you want one, come and see me or complete an order form in the request binder located on the ALSE door. On another subject: Do not store any items in your helmet bag that

could damage your helmet. Some of you are storing your survival vest and/or others are storing their monkey harness tails in their helmet bag, please don't.

Flight Engineer Instructor

SFC James Ext. 65314

SFC Robertson Ext. 65322

I would like to ask all of our flight crews to reassess the importance of crew level AAR's. Being one the 13 main principals of Aircrew Coordination it has some real relevance to how we conduct our crew business. Often done while still shutting down an aircraft or simply not done at all, important information that could be shared and learned from gets neglected in an effort to do other tasks. I don't think for a second that a mission is worth accomplishing if adequate time is budgeted both before and after a mission. Take the time to discuss how things went, offer insight and make recommendations. If there is criticism use tact and in return take it like an adult. If the PC does not initiate a crew level AAR then ask for it regardless of your duty position and if lessons are learned then offer them to the rest of our crews through Operations or G Co Leadership. Lets get back to fundamentals and spend time on really what is important and our crews will see the dividends. Thanks for all the hard work.

Flight Physical

SPC D'Arcy, Ext. 65320

Maintenance Test Pilot

CW3 Kliemann Ext. 65344

I recently had a higher than normal hydraulic temperature while operating on the ground. The temp was staying between 90-100, so the cooling fan was unable to keep up with the temperature increase. With 95-120 as the caution range, and 120 being the maximum, this was cause for us to cancel the flight. The F.E. is the person who gave me this information as there is no indicator for this in the cockpit.

So, thorough ramp and cabin checks are a must. Appropriate action by the P.C. with the information he is provided can be critical.

Another note; I would like everyone to review the startup temp limitations on the engines in chapter 5 of the -10.

See you soon and Happy Holidays!